

Operating Expenditure.

	1936-37.	Per Cent. of Operating Revenue.	1935-36.	Per Cent. of Operating Revenue.	1934-35.	Per Cent. of Operating Revenue.
	£		£		£	
Maintenance—Way and works	1,171,963	16.98	1,070,085	17.14	1,047,825	17.74
Maintenance—Signals ..	154,108	2.23	147,442	2.36	137,477	2.33
Maintenance—Rolling-stock ..	1,565,083	22.67	1,406,685	22.53	1,236,324	20.92
Examination, lubrication, and lighting of vehicles	65,048	0.94	57,599	0.92	54,098	0.92
Transportation—Locomotive..	1,347,129	19.51	1,144,037	18.32	1,073,062	18.16
Transportation—Traffic ..	1,797,058	26.03	1,465,052	23.46	1,360,928	23.03
General charges ..	69,691	1.01	63,664	1.02	57,014	0.97
Superannuation subsidy ..	168,305	2.44	168,629	2.71	171,860	2.91
	6,338,385	91.81	5,523,193	88.46	5,138,588	86.98

Maintenance of Way and Works.

This item of expenditure shows an increase of £101,878 (9.52 per cent.). Of this sum the restoration of salaries and wages to the 1931 level accounted for £24,623, while the introduction of the forty-hour week absorbed £61,129.

Taking 1926 as the standard, and fixing the index figure for that year at 100 for the expenditure on maintenance of way and works and the average mileage of line maintained, the undermentioned summary shows the position over the past five years :—

	1926.	1933.	1934.	1935.	1936.	1937.
Total expenditure ..	100	81	87	92	94	102
Average mileage of line ..	100	103	104	104	104	104

Maintenance of Signals and Electrical Appliances.

The expenditure amounted to £154,108, an increase of £6,666 (4.52 per cent.).

The principal increase was in electric lighting, power appliances, and overhead electrification £7,139. There was a decrease of £1,002 in signals and interlocking.

Maintenance of Rolling-stock.

The expenditure under this head totalled £1,565,083, an increase of £158,398 (11.26 per cent.).

The restoration of salaries and wages to the 1931 level amounted to £28,729, while the introduction of the forty-hour week entailed an expenditure of £44,884.

The following is a review of the expenditure under the various heads shown :—

Locomotive Repairs.—Expenditure under this head was £640,210, an increase of £54,719 (9.35 per cent.). The main increases were workshop repairs (£44,305) and depot repairs, including work done in shops for depots (£12,843).

The following table shows the cost of maintenance per locomotive and per locomotive-mile over a period of four years :—

Cost per Locomotive.				Cost per Locomotive-mile.			
1934.	1935.	1936.	1937.	1934.	1935.	1936.	1937.
£	£	£	£	d.	d.	d.	d.
869	855	1,016	1,117	9.27	8.44	9.42	9.61

Maintenance of Carriages, Vans, and Wagons.—The total cost of painting and repairing carriages and vans was £308,076, an increase of £33,316 (12.13 per cent.) on last year. Carriages for heavy repairs totalled 1,100, as against 1,254 last year, while 343 carriages received light repairs, as against 328 last year. Three hundred and fourteen vans received heavy repairs, as against 375 last year. The principal increases in expenditure were : Carriage repairs, £27,728; repairs due to accidents, £4,324; and depreciation, £4,571.

The following table shows the cost of maintenance per vehicle and per vehicle-mile over a period of four years :—

Cost per Vehicle.				Cost per Vehicle-mile.			
1934.	1935.	1936.	1937.	1934.	1935.	1936.	1937.
£	£	£	£	d.	d.	d.	d.
124	112	139	156	1.67	1.57	1.70	1.82